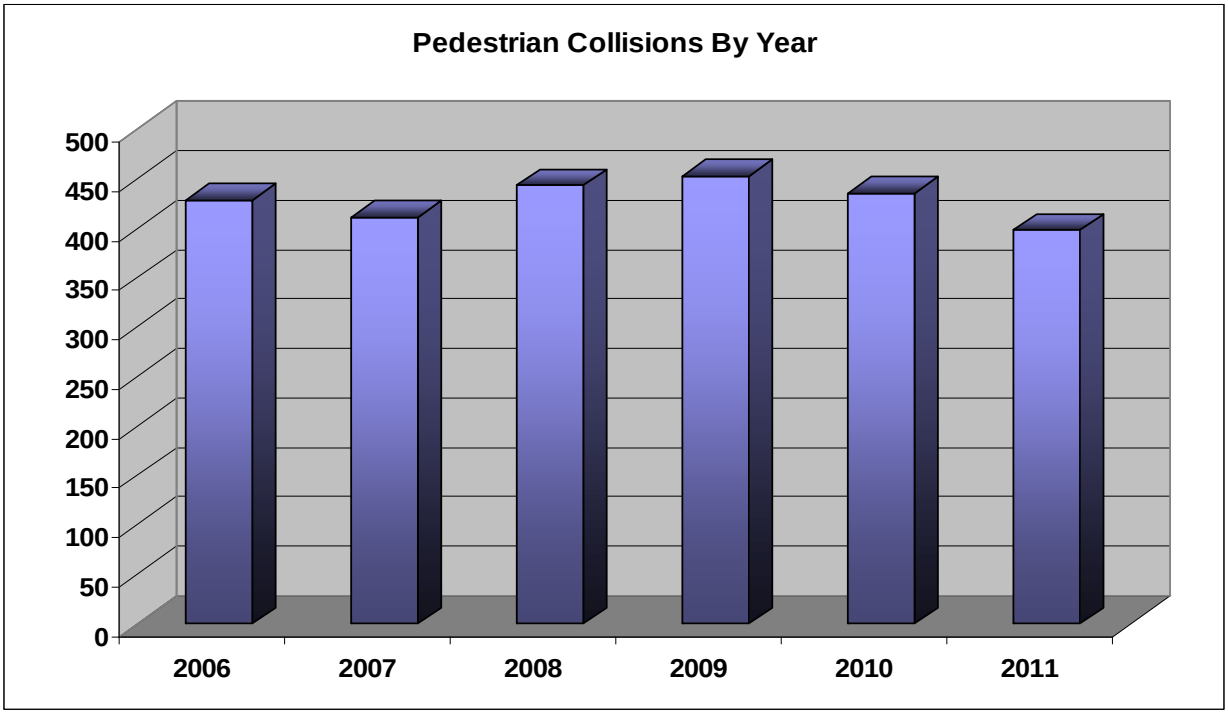
Montgomery County Police Department

2011 Pedestrian Collisions Annual Report

Prepared by Bob Morrow
Traffic Division
April 5, 2012

OVERVIEW

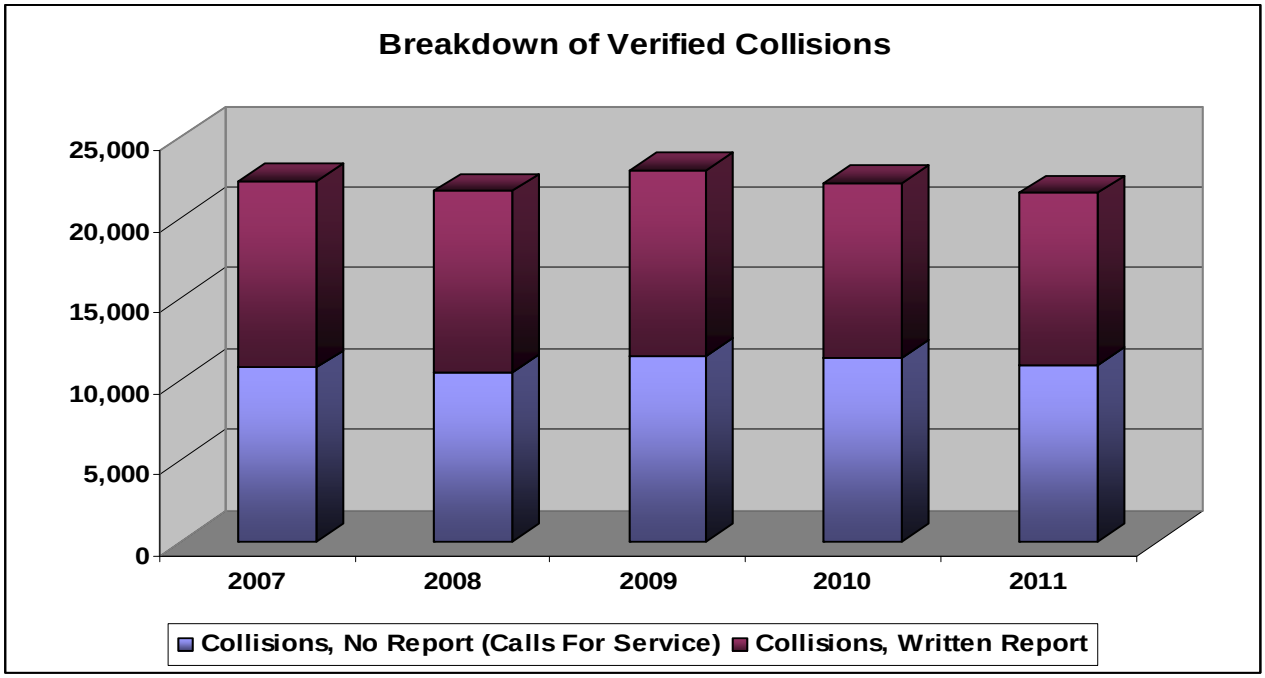
In 2011, there were 399 pedestrian collisions reported in Montgomery County, a decrease of 8.3% (38 collisions) from the 436 collisions reported in 2010 and a decrease of 12.3% (55 collisions) from the 454 reported in 2009. Since 2006, the average number of collisions is 427 collisions annually.



Preliminary data for 2011 shows 21,535 verified collisions. Slightly less than half of these collisions resulted in a report. Both types of verified collisions, where a report was taken and where a report *was not* taken, decreased from 2010, 1.3% and 4.4% respectively. Pedestrian collisions remain a small percentage of total verified collisions, in 2011, the 399 pedestrian collisions accounted for 1.9% of total verified collisions.

Source	2007	2008	2009	2010	2011	Average
Collisions, No Report (Calls For Service)	10,765	10,504	11,447	11,396	10,892	11,001
% of Total	48.40%	48.50%	49.90%	51.40%	50.58%	49.74%
Collisions, Written Report	11,511	11,145	11,489	10,788	10,643	11,115
% of Total	51.60%	51.50%	50.10%	48.60%	49.42%	50.26%
Total Verified Collisions	**22,276**	**21,649**	**22,936**	**22,184**	**21,535**	**22,116**

Note, for year 2007 the reported collision section was rerun from the collision database, instead of the Calls For Service database. Numbers may differ from past pedestrian reports. This is the only section of the report where numbers were rerun.

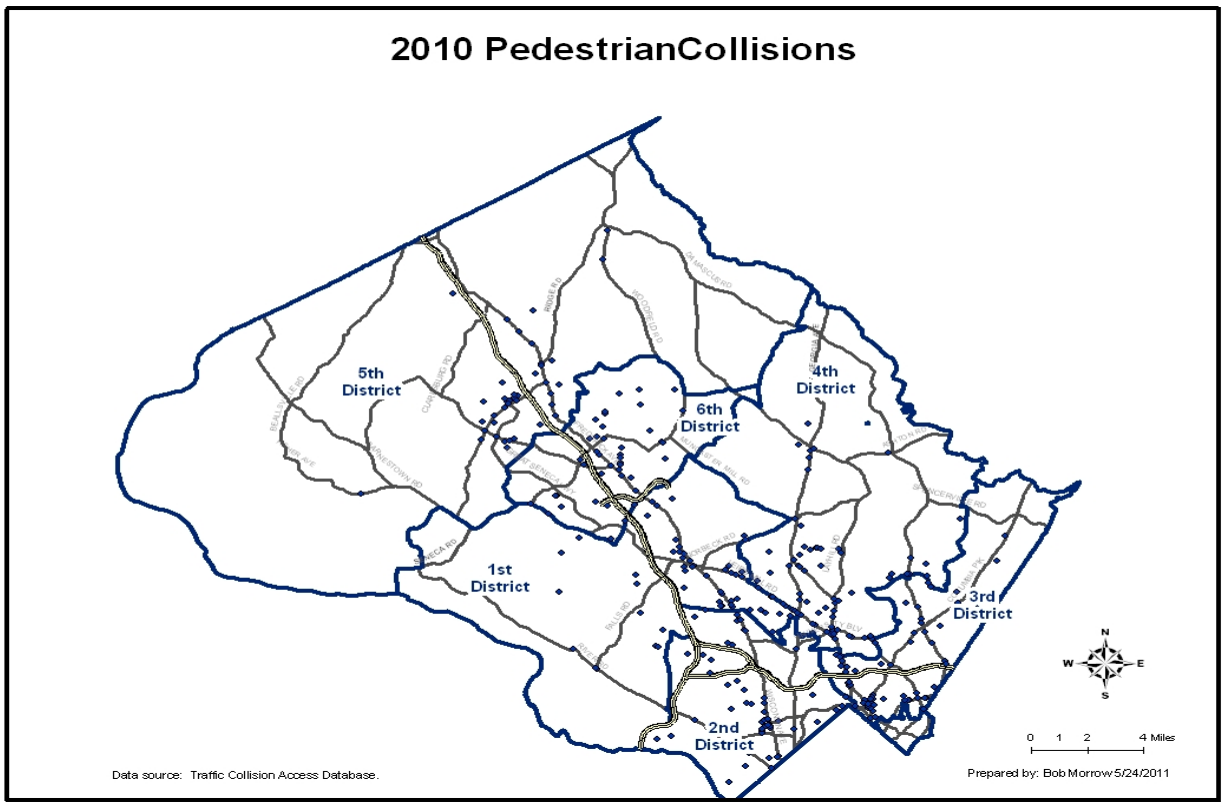


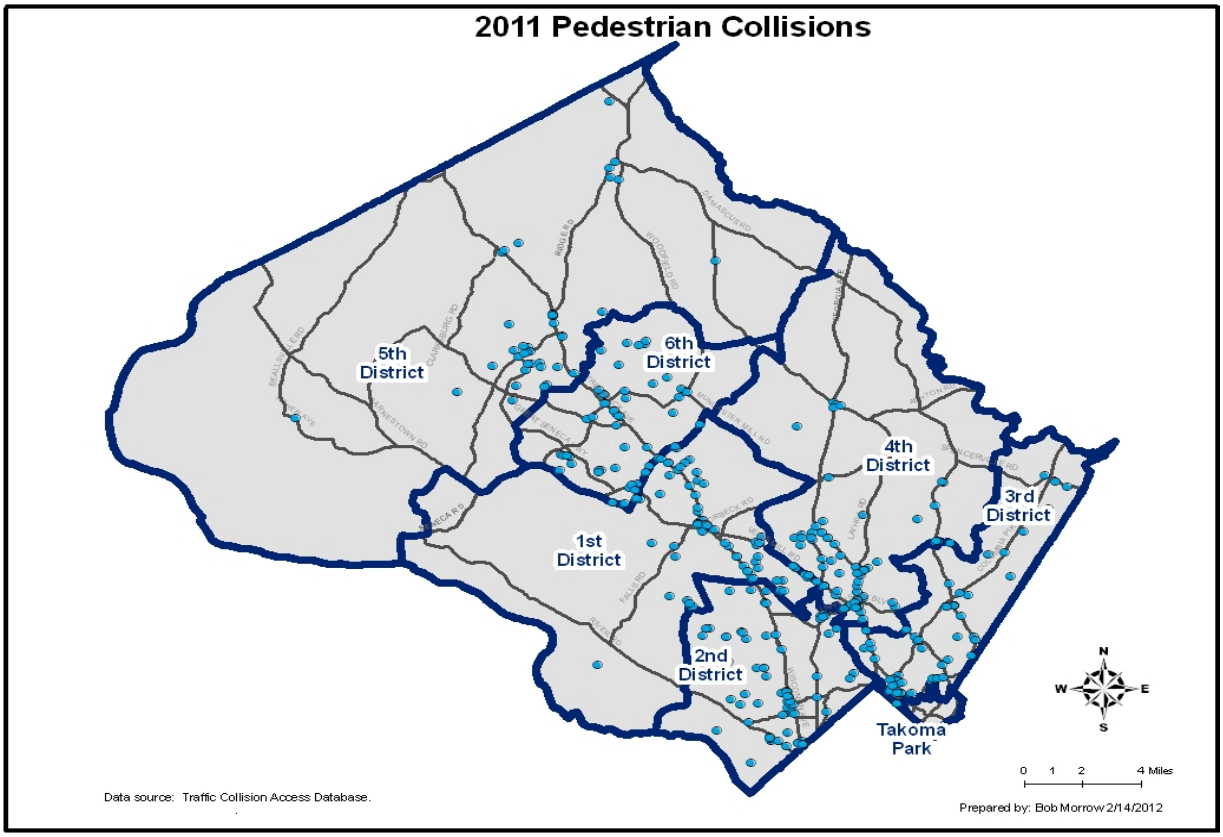
The data for verified collision calls, where no report was no report taken, came from a CAD extracted calls for service database. This data should be considered preliminary and is subject to change. The data for reported collisions, as with the remainder of this report, was taken from department's tactical collision database, which includes the Maryland Automated Accident Reporting System (MAARS) reports and is based solely on pedestrian collisions where a MAARS report was written. Maryland law does not require a written police report for all collisions. A report is written if there are injuries, the vehicles are inoperable and require towing, and for a 'hit and run' incident. Any non-fatal pedestrian collision occurring in the City of Takoma Park or handled by Maryland State Police (MSP) were not included in this data. While the MAARS considers a cyclist to be a pedestrian, bicycle-vehicle collisions were not included.

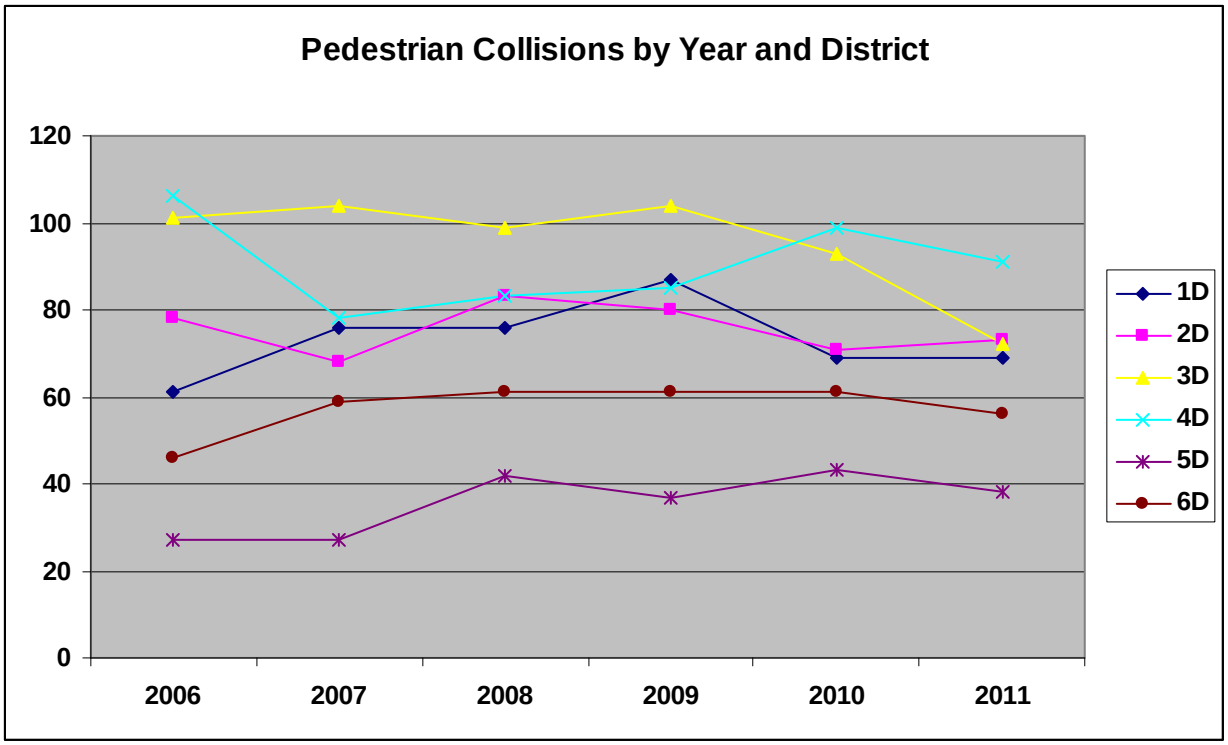
PATROL DISTRICT

In 2011, the highest number of pedestrian collisions occurred in the 2ND and 4TH Districts. The only district with any increase in collisions was the 2ND District with a 2.8% increase (a two collision difference). Compared to 2010, there were decreases in the 3RD, 4TH, 5TH & 6TH Districts with decreases of 22.6%, 8.1% 11.6% and 8.2% for these districts. There was no change in collisions in the 1ST District.

District	2006	2007	2008	2009	2010	2011	2006 - 2011 Average
1D	61	76	76	87	69	69	73
2D	78	68	83	80	71	73	76
3D	101	104	99	104	93	72	96
4D	106	78	83	85	99	91	90
5D	27	27	42	37	43	38	36
6D	46	59	61	61	61	56	57
Total	**419**	**412**	**444**	**454**	**436**	**399**	**427**


2010 PedestrianCollisions
5th District
6th District
4th District
1st District
3rd District
2nd District
N
W
E
S
0 1 2 4 Miles
Data source: Traffic Collision Access Database.
Prepared by: Bob Morrow 5/24/2011


2011 Pedestrian Collisions
5th District
6th District
4th District
3rd District
1st District
2nd District
Takoma Park
N
W
E
S
0 1 2 4 Miles
Data source: Traffic Collision Access Database.
Prepared by: Bob Morrow 2/14/2012



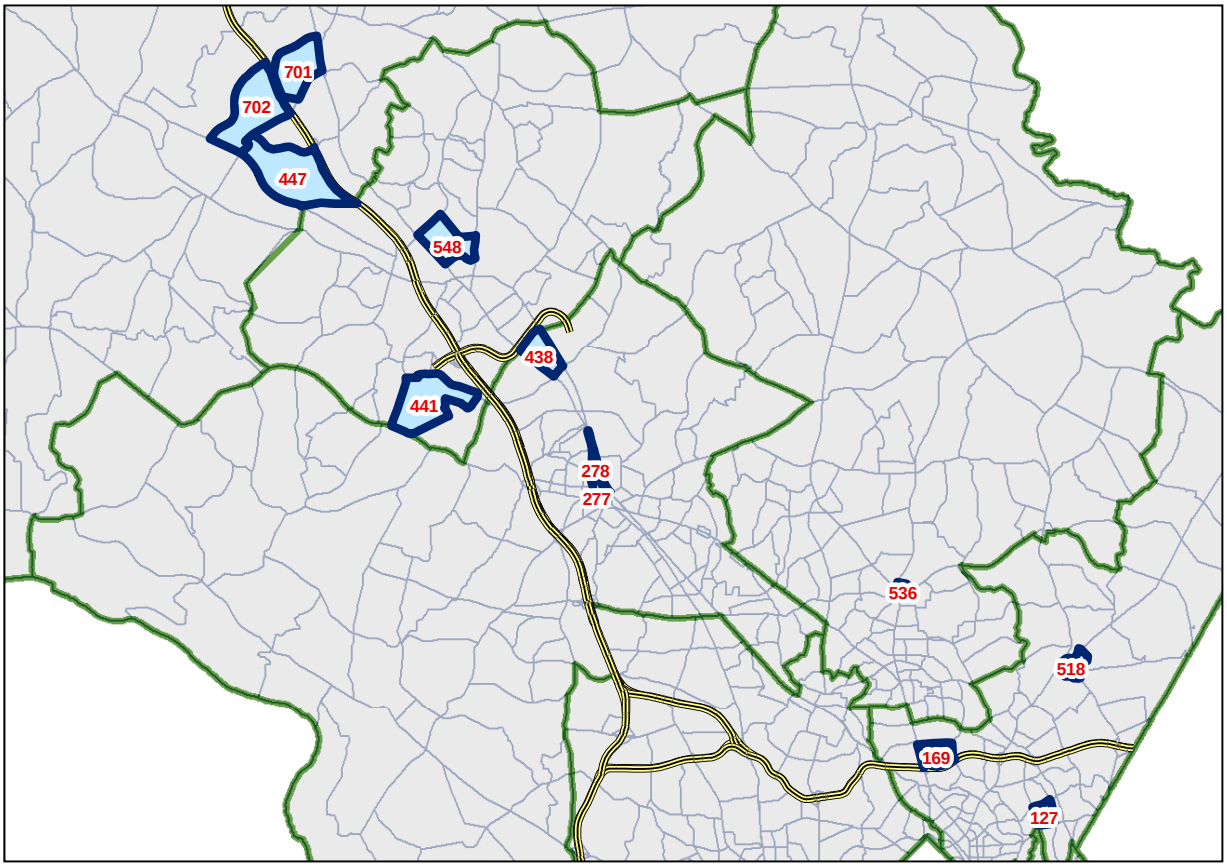
Collisions continue to be concentrated along major county corridors during 2011. This year, Maryland Route 355, along with Georgia Avenue, had the most pedestrian collisions. Collisions in parking lots comprised a significant number of collisions, with 90 collisions or 22.6% of the total, an increase from the 68 collisions in 2010.

Of the collisions in 2011, the data shows that 301 collisions (75.4%) were not in an intersection, and 335 of the collisions (84.0%) did not occur at a traffic signal.

Route Number	Road Name	Roadway Collisions	Parking Lot Collisions	Total Collisions
Rte 355	Wisconsin Ave/ Rockville Pike/ Hungerford Rd/ Frederick Rd.	33	16	49
Rte 97	Georgia Avenue	25	4	29
Rte 586	Veirs Mill Road	13	4	17
Rte 1659	Randolph Road	7	3	10
Rte 193	University Boulevard	5	4	9
Rte 650	New Hampshire Avenue	5	2	7

Montgomery County Top PRA's for Pedestrian Collisions

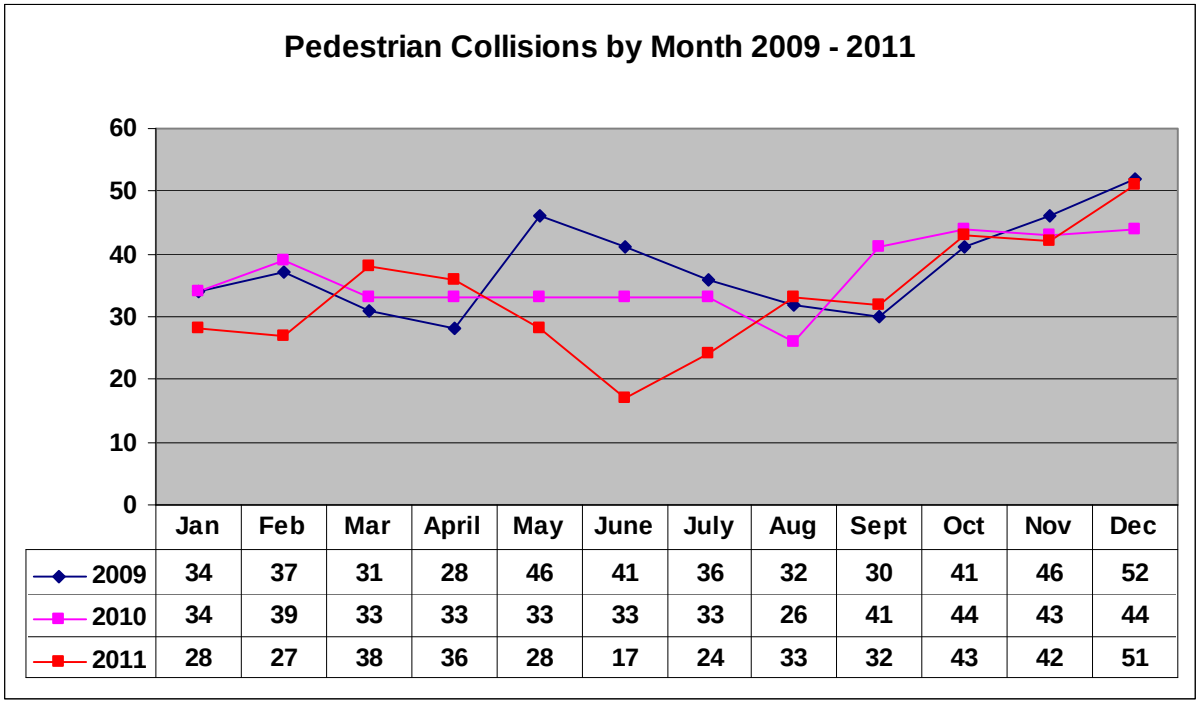
PRA's With Most Collisions	Number of Pedestrian Collisions in 2011
536	10
518	9
702	7
127	6
277	6
278	6
548	6
701	6
169	5
438	5
441	5
447	5



Note: The District, Beat and PRA for the collision is recorded as where the collision was reported; and may differ from the actual occurrence.

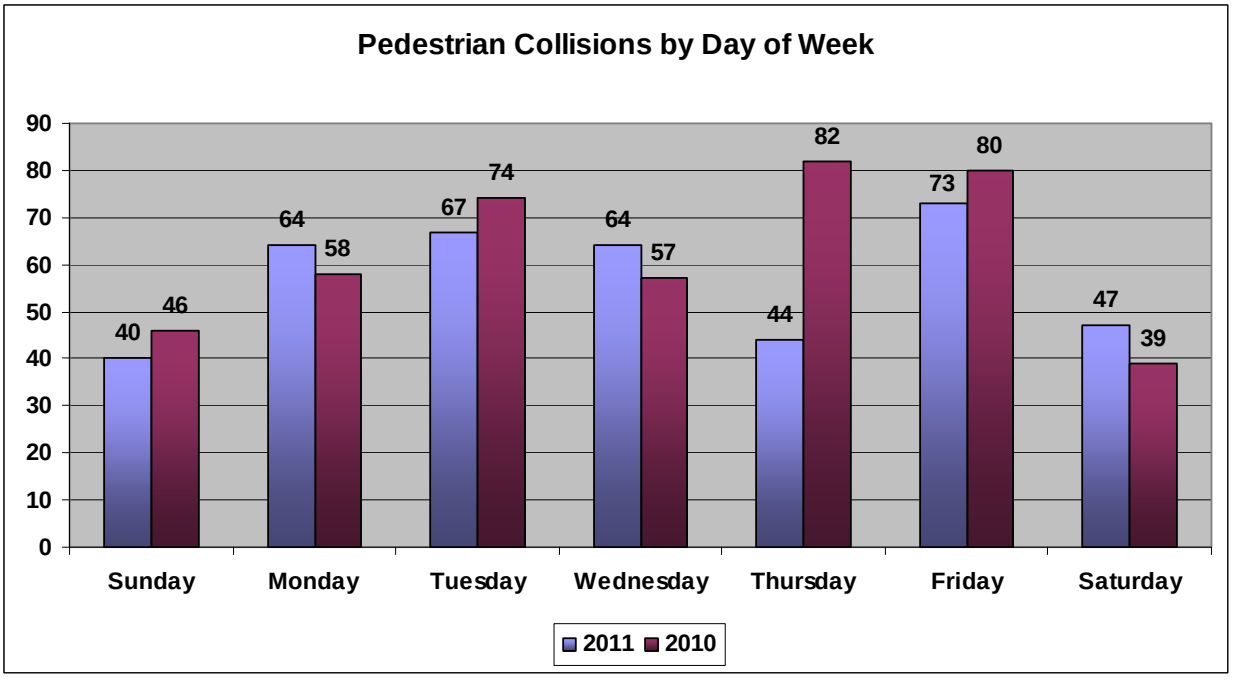
TEMPORAL INFORMATION

In 2011, the highest number of collisions occurred in the fall and winter months. December had the highest number of collisions with 51, followed by October and November with 43 and 42 respectively. June and July had the lowest number of collisions with 17 and 24 collisions.

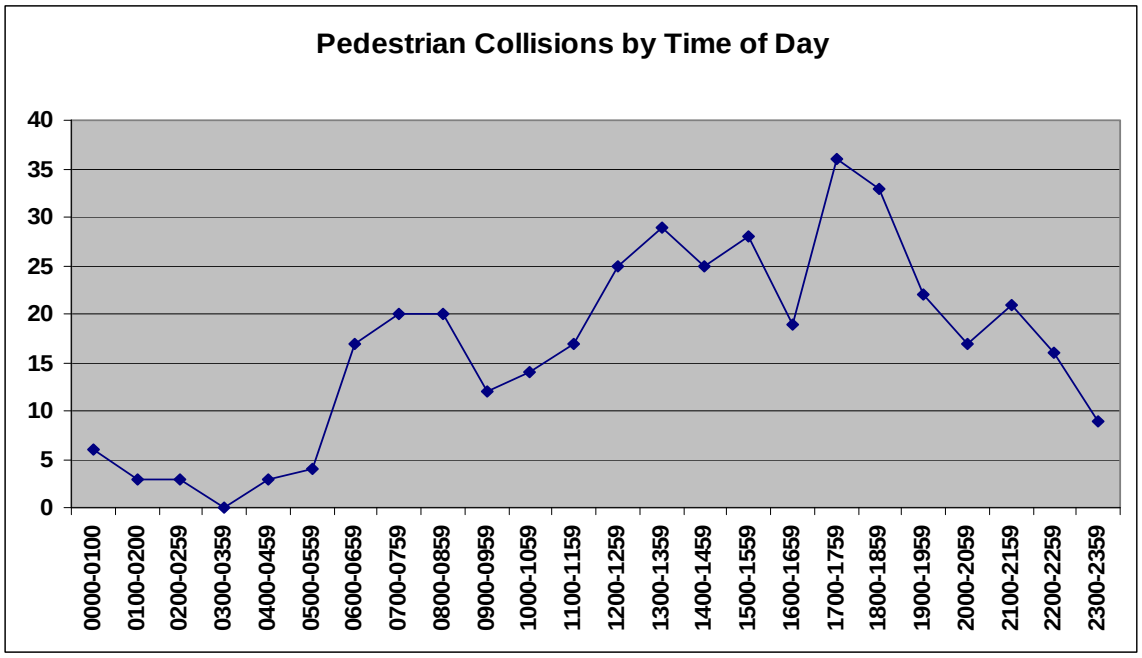


	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
2009	34	37	31	28	46	41	36	32	30	41	46	52
2010	34	39	33	33	33	33	33	26	41	44	43	44
2011	28	27	38	36	28	17	24	33	32	43	42	51

As in previous years, pedestrian collisions were consistently higher on weekdays, with Tuesdays and Fridays experiencing the most incidents overall.

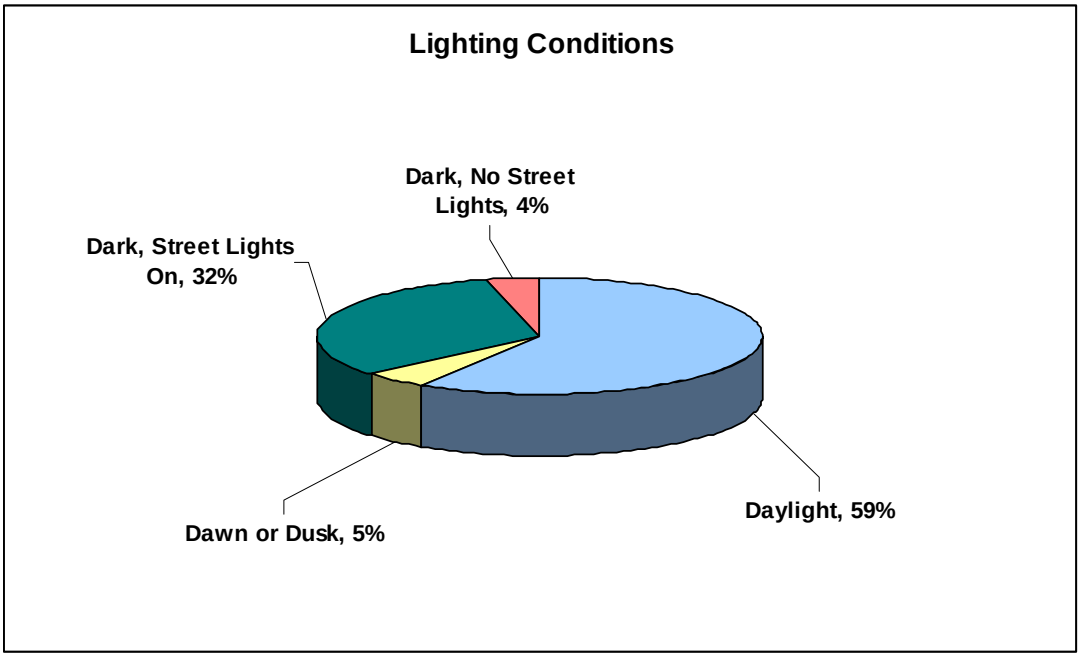


As with previous years, afternoons and early evenings were peak times for pedestrian collisions, with peak time between 1700 hours to 1859 hours. After 2200 hours, the number of collisions steadily declined and remained low until 0700 hours.

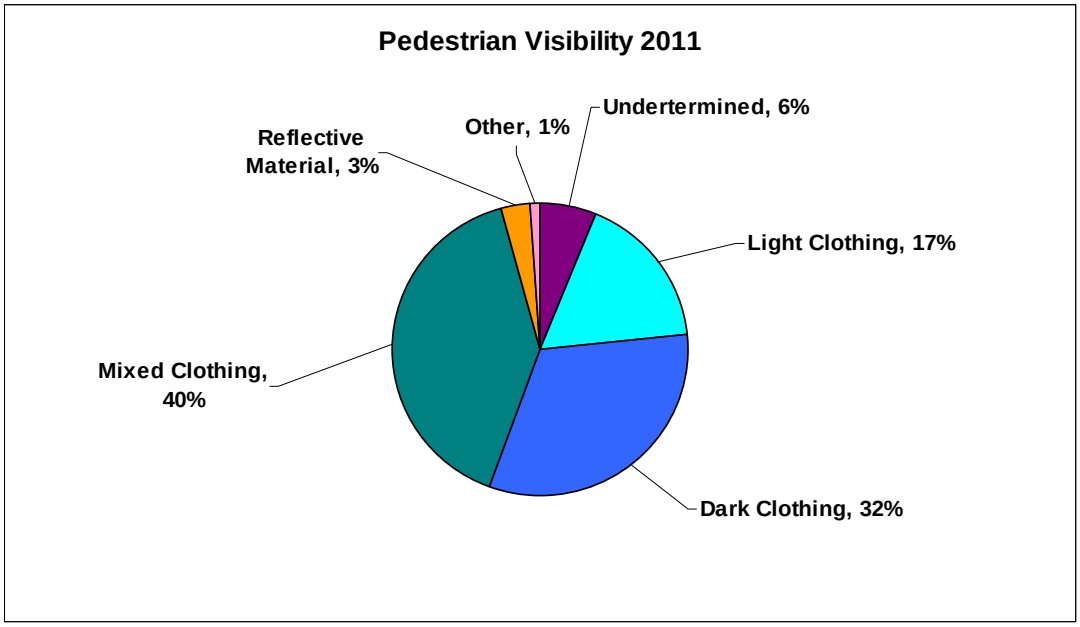


VISIBILITY

In 2011, 59% of the pedestrian collisions occurred during daylight hours (235 collisions). Over 32% (129 collisions) occurred when it was dark but with street lights. The remaining 9% of collisions (34 collisions) occurred in darkness, partial darkness with no street lights. Data on lighting for one collision was unavailable.

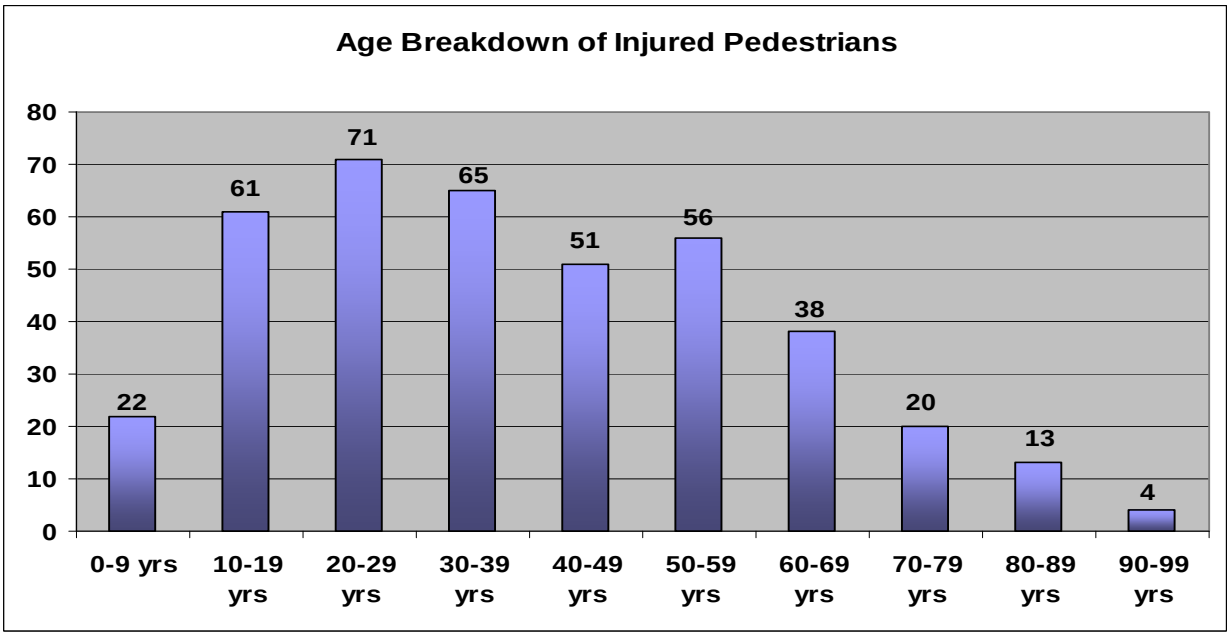


In 2011, 72% of the pedestrian collisions occurred with the pedestrian wearing dark or mixed colored clothing. This is an increase over the 64% of the pedestrians wearing dark or mixed colored clothing in 2010. Twenty percent of the pedestrians were wearing light or reflective clothing when the collision occurred in 2011 compared to 23% in 2010.



DEMOGRAPHICS

The age range of the pedestrians injured in 2011 ranged from 1 year old to 93 years old. Data was unavailable on 11 of the injured pedestrians, and the age range with the most injured pedestrians was from age 20 to 29. The total number of injured pedestrians in the year is greater than the number of collisions due to collisions involving more than one pedestrian.



ALCOHOL/DRUG COLLISIONS

Alcohol or drug-related pedestrian collisions in 2011 totaled 8.8% of all pedestrian collisions (35 collisions), which is an increase from both 2010 when 5.7% of pedestrian collisions were alcohol or drug-related collisions. Note, these numbers were taken from previous annual pedestrian reports; as investigations progress and supplemental information is obtained, these numbers may have changed.

For those alcohol or drug-related collisions, the pedestrian was determined to be 'at fault' in roughly half of these collisions with 49% for 2011, a decrease from 72% in 2010. In 2011, in 51.4% of these collisions (18 collisions), the pedestrian was either held solely or jointly 'at fault'. This number is less than the prior two years which ranged from 75.6% in 2009 to 76.0% in 2010 where the pedestrians were at fault.

For the purpose of this evaluation, alcohol-related collisions included any individual, driver or pedestrian who was under the influence of alcohol or drugs as noted on the MAARS report under condition, substance detected, or contributing circumstances. This includes any individual who may be under the influence as determined by the law, where there is a presence of alcohol, containers or drug paraphernalia **or** simply by an admission of consuming an alcoholic beverage. An incident sometimes involved more than one party that was under the influence, as well, there were times when a driver or pedestrian was under the influence, yet not held 'at fault'.

FAULT

In 2011, drivers were held at fault more than pedestrians. The number of solely 'at fault' drivers increased from 49.1% of the collisions to 56.4% of the collisions, while the solely 'at fault' pedestrians decreased from 42.7% to 39.6% of the collisions. Fewer than 4% of collisions in 2011 held both parties at fault this year; while data was unavailable for a smaller percentage of records than the prior 4 years.

At Fault Units	2007	2008	2009	2010	2011
Driver	171	182	207	214	225
%	41.50%	41.00%	45.40%	49.10%	56.40%
Pedestrian	157	194	190	186	158
%	38.10%	43.70%	41.70%	42.70%	39.60%
Both	27	8	5	15	14
%	6.60%	1.80%	1.10%	3.40%	3.50%
Not Determined	57	60	53	21	2
%	13.80%	13.50%	11.80%	4.80%	0.50%
Total	**412**	**444**	**455**	**436**	**399**

Driver at Fault

In 2011, a total of 239 drivers were found to be either solely or jointly at fault in a pedestrian collision. The ages of theses drivers ranged from 16 to 94 years of age.

Drivers aged 40 to 49 years were the most represented age group (42 drivers) followed by drivers aged 50 to 59 (38 drivers). Together these two groups accounted for 33.2% of all 'at fault' drivers.

In 2011, younger drivers (aged 15 – 21) were found to be 'at fault' in 4.0% of pedestrian collisions – a slight decrease from 4.4% in 2010. Older drivers (those aged over 70) were 'at fault' in 6.0% of pedestrian collisions – no change from 2010.

In 2011 the largest primary causes of the collision attributed to the 'at fault' drivers were:

- Failure to give full time and attention (73 collisions)
- Failure to yield right of way (64 collisions)
- Improper backing (21 collisions)

At the time of the collision, eight 'at fault' drivers were under the influence of alcohol, while no driver was under the influence of drugs. This is an increase when six 'at fault' drivers were under the influence of drugs or alcohol in 2010.

Pedestrian at Fault

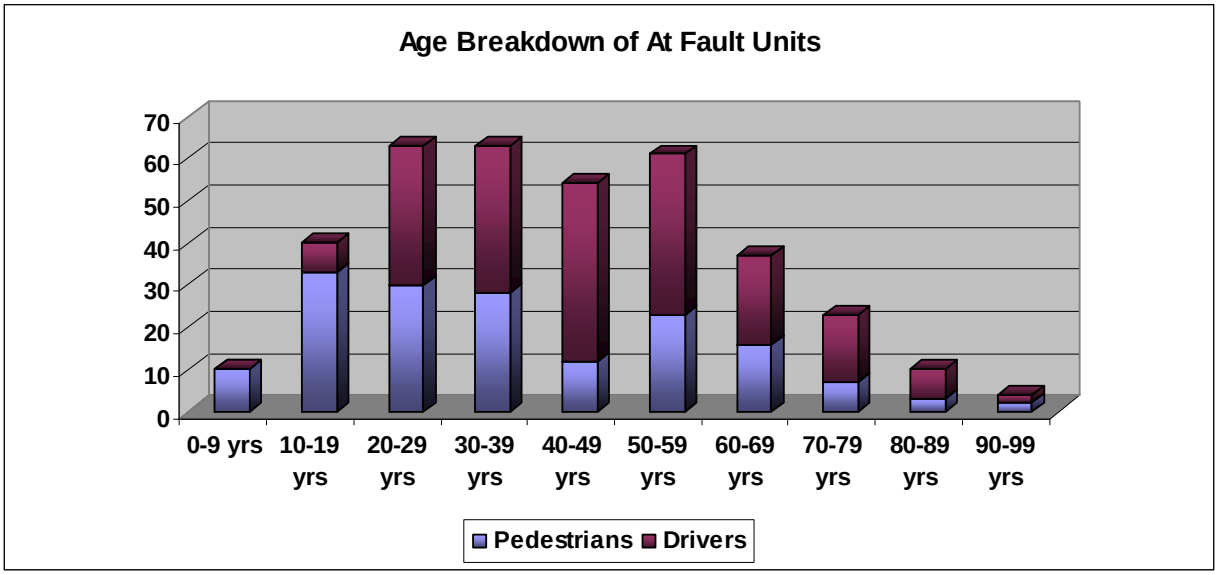
In 2011, a total of 172 pedestrians were found to be either solely or partially 'at fault' in a pedestrian collision. They ranged in age from 3 to 93 years old, with data on 7 pedestrians as unknown. Contrary to drivers, 'at fault' pedestrians tended to be young; the most represented age group was age 10 to 19 (33 pedestrians, 19.2%) followed by pedestrians aged 20 – 29 years (30 pedestrians, 17.4%). Ten pedestrians (5.8%) were age nine or younger. **Pedestrians under the age of forty accounted for over half (101 pedestrians, 58.7%) of 'at fault' pedestrians involved in collisions.**

Nearly two-thirds (104 pedestrians, 60.5%) of 'at fault' pedestrians were **on a roadway, but not at a crosswalk.** The second most frequently noted location was on the roadway, at the crosswalk with 15.2%. The remainder of the collisions occurred while the pedestrian was outside the right of way (7.0%) on the curb or sidewalk (2.4%), or the data was missing or unknown (14.6%). Note: this section of the MAARS report does not include a code for parking lot.

In 2011 the primary causes of the collision attributed to the 'at fault' pedestrians were as follows:

- Illegally in the roadway (89 collisions)
- Failure to give full time and attention (27 collisions)
- Failure to yield right of way (16 collisions)
- Failure to obey traffic control or signal (11 collisions)
- Under influence of alcohol (5 collisions)
- Clothing not visible (5 collisions)

Sixteen of the 'at fault" pedestrians were noted to be under the influence of alcohol and/or drugs at the time of the collision. This figure, representing 9.3% of all 'at fault' pedestrians are significantly higher than the 4.6% of 'at fault' drivers that were under the influence. In 2010, fifteen or 7.5% of the 'at fault' pedestrians were found to be under the influence.



Fatal Collisions

In 2011, there were 11 pedestrian collisions that resulted in fatalities in Montgomery County. By their nature, pedestrian and vehicle collisions generally result in injury or even death. **The number of fatal collisions continued to be a small percentage of all pedestrian collisions in 2011.** In 2011 fatal pedestrian collisions represented 2.8% of all pedestrian related collisions. This is a small decrease from the 3.0% rate for 2010.